Shift to Buses On Fulton St. Should Complete Transition

The controversy over the form of transportation to be used on Fulton Street has long been resolved in favor of buses. We think the Board of Transportation has decided wisely. Under its new plan the city will use 250 gasoline-powered buses to replace the trolleys that now run on the Fulton Street, Putnam Avenue, Gates Avenue and DeKalb Avenue lines. Bids are to be submitted October 1, but the work will probably be let within two weeks after that and delivery of the buses must begin at the rate of 50 per month within 120 days, which would mean the middle of February.

It is planned to commence the removal of the "L" about that time and it is estimated the job should require about four months to complete. Although no formal announcement has yet been made, we are thus given for the first time a pretty good idea as to how Fulton Street will be cleared of the ancient structure which has so long been a blight on its progress.

It is too bad, we must put up with that much longer, but the fact that overhead trolley wires are attached to the structure means that they must remain until those wires can be spliced.

The Board of Transportation has the same plan for substituting buses for trolleys now operating along Third Avenue. When the elevated line is torn down, the transformation of Sixth Avenue, Manhattan, is most impressive. It is due primarily, of course, to the removal of the "L" but another important factor is that the street cars have been replaced by buses, thus greatly facilitating traffic because of the ability of the latter to weave through congestion and take on and discharge passengers at the curb.

Brooklynites should welcome a similar metamorphosis on Fulton Street. The removal of overhead trolley wires as well as the dingy "L" will make the change complete.

The one lingering doubt in the minds of some people has been the fact that buses now in use are generally much less comfortable to ride in than trolleys. As to this angle of the situation, two points should be borne in mind.

First, the high-speed, streamlined, smooth-running trolley cars introduced in Brooklyn by the B. M. T. in recent years, are not used on any of the lines affected. The trolleys to be dispensed with are all of the older types.

Second, the buses which the Board of Transportation is going to lease are of a modern type.

Furthermore, we were greatly impressed by the newest variety of bus which is now undergoing a test operation on the Fort Hamilton Parkway line. It is the longest, roomiest and smoothest-operating yet manufactured and seems to be as comfortable as a modern trolley car.

If this bus works out as successfully as expected, it should answer any criticism of this form of transportation and should be the ultimate choice for the replacement of trolley cars in this borough.
Trolleys Urged For Fulton St. Instead of Buses

Will Save City $3 Million And Speed Traffic, Says Riders Group President

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CITIES FASTER SERVICE

Mr. White said that street cars would bring a revenue of 44.6 cents a mile against 34.8 cents for buses and that new trolleys would greatly speed the flow of traffic on Fulton St. because they have a speed of 203 feet in the first ten seconds as compared with a bus speed of 160 feet in the same period.

In addition to a greater passenger capacity, trolley cars would be able to continue crossing the Brooklyn Bridge while buses are too wide to traverse the structure side by side, he said.

Brand new streamline surface cars for Fulton St. can be furnished by the Board of Transportation without any change in the 1940-41 budget, Mr. White said, because the Board has already requested $1,650,000 for about 100 new trolleys.

WHEN OUT OF TOWN

REGISTER FROM BROOKLYN

BOARD ORDERS LEASE OF BUSES FOR FULTON ST

250 to Replace Trolleys - Action Clears Way For Start of 'L' Razing

The Board of Transportation today adopted a seven-year contract for the leasing of 250 buses to replace the present trolley lines operating along Fulton St. and set Oct. 1 for the submission of bids.

The buses, which will each seat 47 passengers and are 30 feet long, will be gasoline-powered, will be substituted for trolleys on the Fulton-St., Putnam Ave., Greene-Gates Ave. and DeKalb Ave. lines, of which all or part operate on Fulton St.

Clears Way for Demolition

The board's action automatically clears the way to start demolition of the liftless Fulton St. 5th Ave. and Broadway Ferry Spur elevated lines early in March. The razing will start, the Brooklyn Eagle has been informed, as soon as delivery of the buses begins and service is resumed on the trolley line.

A clause in the contract specifies that the buses must be delivered at the rate of 50 per month beginning not later than 120 days from the time the contract is let. The award is expected to be made within a week or two after the submission of bids on Oct. 1. The bids are to be referred to the chief engineer, who is to return them with a report to the board, which will let the contract.

Must Post $10,000 Bond

The contract stipulated that a bond of $10,000 be posted with the submission of each bid and that upon receiving the award the contracting firm or firms post an additional bond of $50,000 as evidence of good faith. This bond is to be retained by the board for one year.

The board's action in adopting a contract calling for gasoline-driven buses ends a protracted three-sided controversy over which type of rapid transit was best for the borough lines — modern streamlined trolleys; electric, trackless trolleys; or the buses chosen.

Traffic Lights Voted For New Fulton St.

The Board of Estimate this afternoon approved four contracts totaling $85,338.11 for new traffic signals and equipment to replace the old and suspend the elevated system on Fulton St. "L" and on 2nd and 9th Ave., Manhattan, all of which are to be demolished.

The Board of Transportation will let the contracts to the following concerns:

- Rptela Company, Inc., for janitors and other equipment, $27,760.34
- General Electroc Company, for signal control apparatus, $38,782.09
- Union Metal Manufacturing Company, for general equipment, $11,706.50